

BookletChartTM

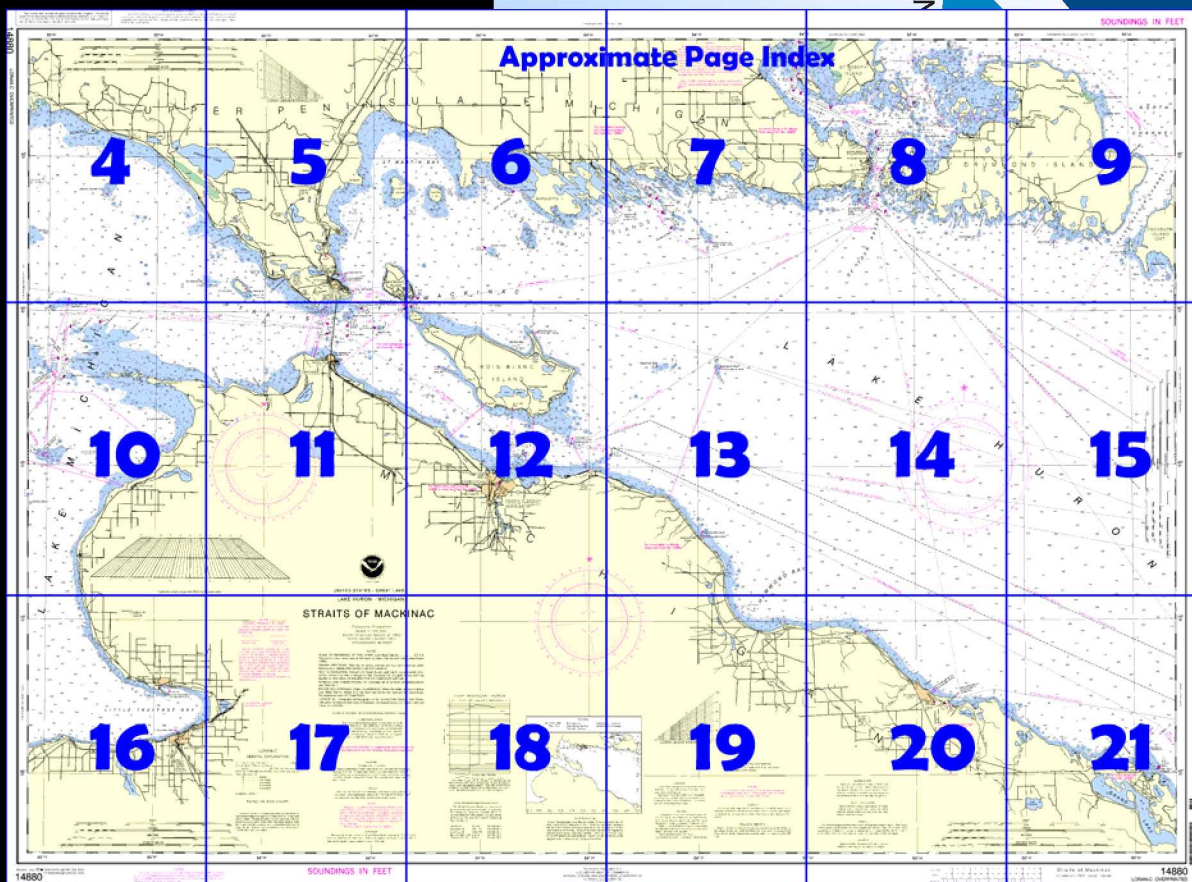
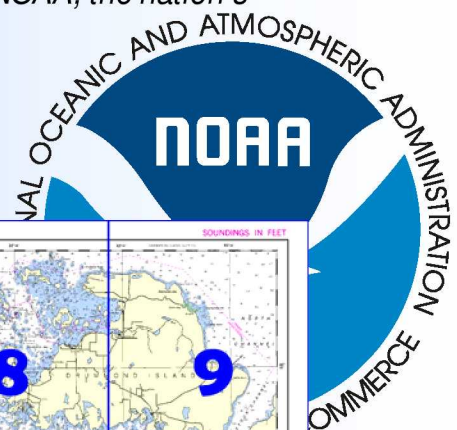
Straits of Mackinac

(NOAA Chart 14880)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

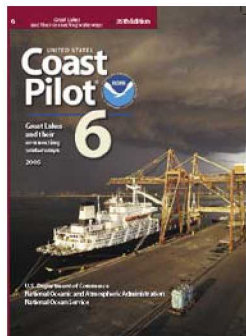
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 6, Chapter 10 excerpts]

(261) The trend of the shoreline from Presque Isle is WNW for 12 miles to **Adams Point** (45°24.9'N., 83°43.0'W.), thence W for 4.7 miles to Rogers City, and thence NW for 6.6 miles to Forty Mile Point (45°29.2'N., 83°54.8'W.).

(262) **Black Point**, 2 miles W of Presque Isle, has deep water within 0.25 mile. About 2 miles ESE of Adams Point, a detached 17-foot shoal is 1.2 miles offshore. As foul ground extends from shore to within 0.4 mile

of this shoal, coasting vessels should take care to pass outside the detached shoal. From Adams Point to Forty Mile Point, deep water is generally within 0.5 mile of shore.

(263) Calcite, Mich., 3.3 miles W of Adams Point, is a private harbor owned and operated by Michigan Limestone Operations for shipping limestone. The harbor is protected on the NW and N by a point and

breakwater and to the SE by **Quarry Point**. The harbor affords no shelter from N to E winds except for small craft, which can enter the tug basin on an emergency only basis.

(264) **Calcite Light**, a private 8-foot-diameter neon light at the inner end of the loading slip in Calcite, is prominent.

(265) A privately dredged entrance channel leads from deep water in Lake Huron SW for 0.3 mile. At the inner end of the channel, a loading slip extends SW and a dredged area along the dock face extends SE. A dredged tug basin protected by a breakwater arm is on the NW side of the entrance channel. The harbor approach is marked by a light on the outer end of the breakwater which protects the harbor; a fog signal is at the light. The channel is marked by two private lighted ranges. A 236° range of red lights for incoming vessels marks an alignment along the S side of the channel. A range of green lights for outbound vessels leads 056° at about midchannel. In March 2002, the reported controlling depth was 24 feet in the entrance channel and loading slip except for shoaling to 16 feet at the SW end of the slip, thence depths of 10 to 20 feet in the dredged area along the SE dock face except for shoaling to 6 feet at the SE end of the area. In 2002, reported depths of 11 to 22 feet were available in the tug basin with shoaling to 7 feet along the extreme NW edge.

(373) **Drummond Island**, MI, the easternmost part of the upper peninsula of Michigan, extends from De Tour Passage 20 miles E to False Detour Channel and has a maximum width of about 12 miles N and S. The S shore of the island fronts on Lake Huron, the NE shore on North Channel, and the NW shore is indented by Potagannissing Bay.

(378) The N shore of Drummond Island, from Chippewa Point to **Raynolds Point** 6.5 miles E, is deep-to. From Raynolds Point SE for 8.8 miles to Marble Head, the shore continues deep-to except in the vicinity of **Shoal Point** (46°03.5'N., 83°33.3'W.). **Humphrey Rock**, covered 9 feet, is 0.9 mile E, and **Lindsay Bank**, with a least depth of 11 feet, is 1.2 miles SE. A 21-foot spot is 1.1 miles NNE of Shoal Point. **Marble Head** (45°59.2'N., 83°28.4'W.), the highest point on Drummond Island, is on the W side of the entrance to False Detour Channel from North Channel. Two indentations on the NW side of Marble Head, **Glen Cove** and **Sitgreaves Bay**, provide protection from S and W winds with good anchorage in depths of 24 feet and more, mud and clay bottom.

(388) The **International boundary** between the United States and Canada passes through False Detour Channel, around the N side of Drummond Island, MI, through North Channel, and around the S side of St. Joseph Island, Ont., into the St. Marys River.

(389) **False Detour Channel**, a deep wide passage, leads between the E end of Drummond Island, MI, and the W end of **Cockburn Island, Ont.** from Lake Huron to North Channel. A rock, covered 9 feet (2.7 meters), 0.7 statute mile (0.6 nm) SW of the SE point of Drummond Island should be avoided in approaching the passage.

Table of Selected Chart Notes

Corrected through NM Sep. 24/05
Corrected through LNM Sep. 20/05

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.
During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

NOAA WEATHER RADIO BROADCASTS

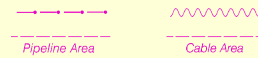
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Alpena, MI	KIG-83	162.550 MHz
Gaylord, MI	WWF-70	162.500 MHz
Newberry, MI	WNG-576	162.450 MHz
Sault Ste Marie, MI	KIG-74	162.550 MHz
Traverse City, MI	KIH-22	162.400 MHz

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Mary's River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

Average Levels (1990-2004)

Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.
Refer to charted regulation section numbers.

Traffic Control calling-in point with number; arrow indicates direction of vessel movement.

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100KHz
PULSE REPETITION INTERVAL
8970.....89,700 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M Master
W Secondary
X Secondary
Y Secondary
Z Secondary

EXAMPLE: 8970-Y

RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Additional information can be obtained at nauticalcharts.noaa.gov.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Other outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

COPYRIGHT

No copyright is claimed by the United States Government under Title 17 U.S.C. However, other nations may claim intellectual property rights on the compilation of data depicting the foreign waters shown on this chart.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

NOTE B

The channel legend reflects the Corps of Engineers project depth. The Corps of Engineers publishes the controlling depth periodically in the U.S. Coast Guard Local Notice to Mariners. For further information on channel depths, direct inquiries to the Office of the District Engineer, Corps of Engineers, Detroit, Michigan.

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

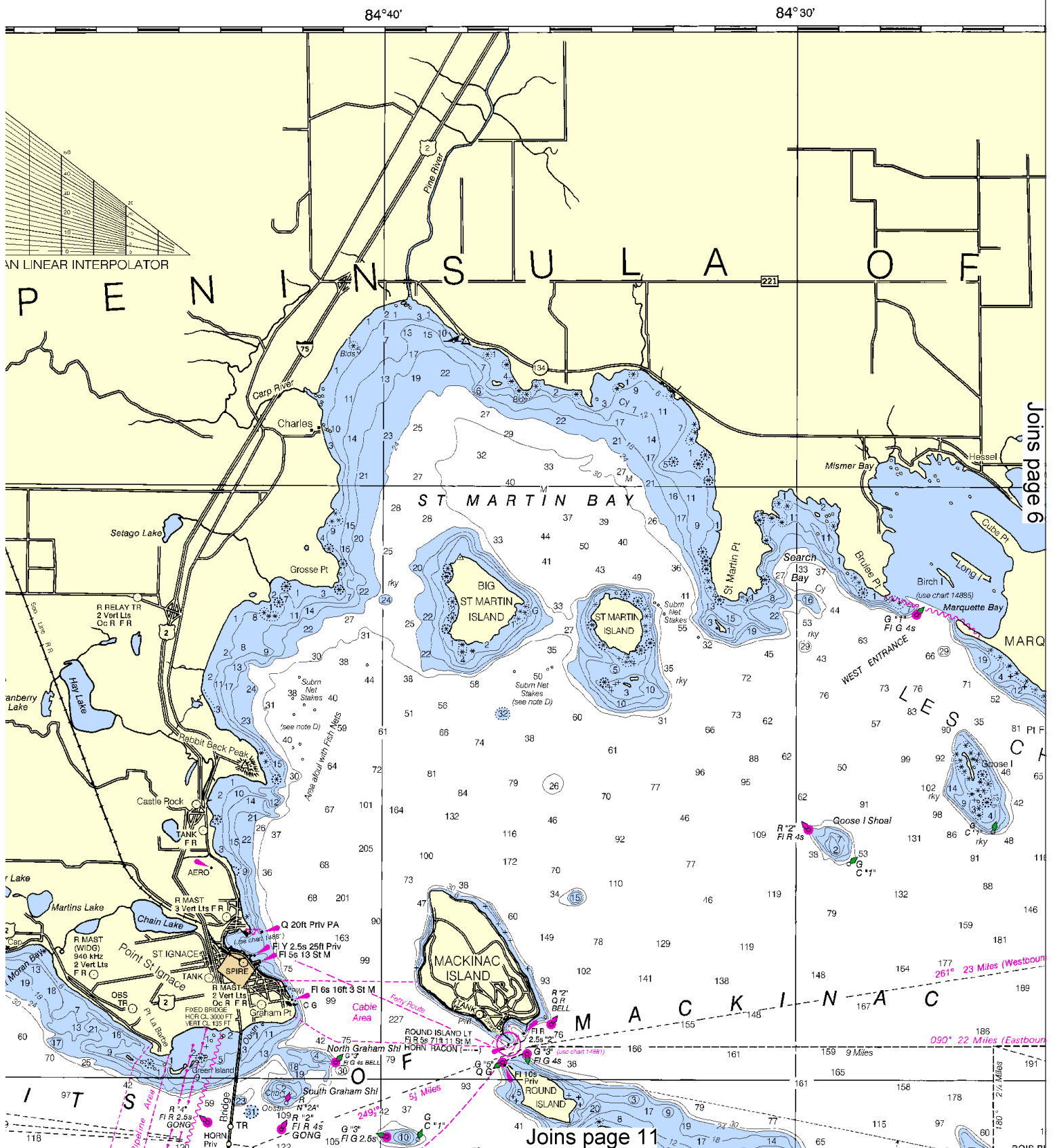
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.

4

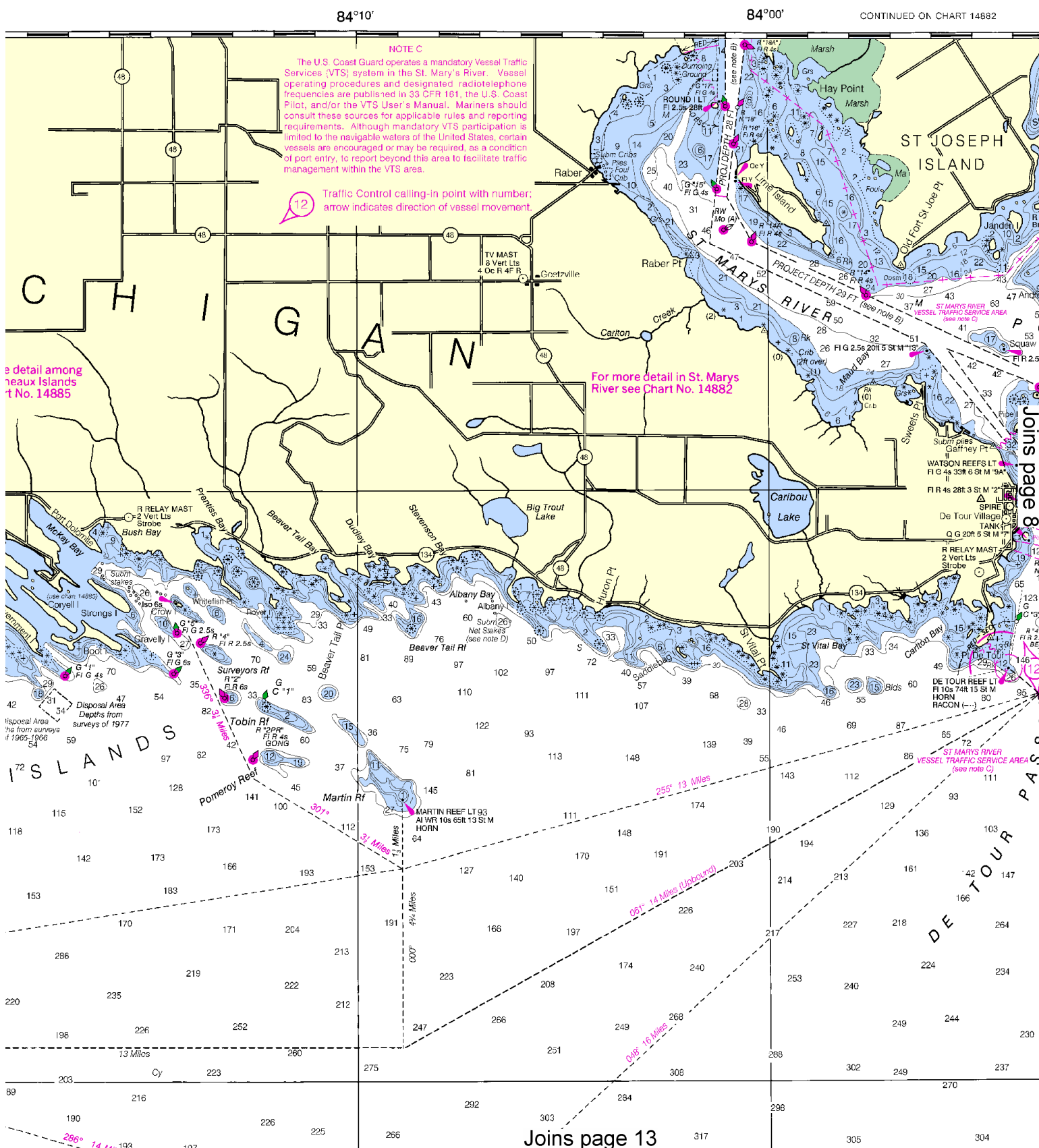




This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:160000. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.

6





84°10'

84°00'

CONTINUED ON CHART 14882

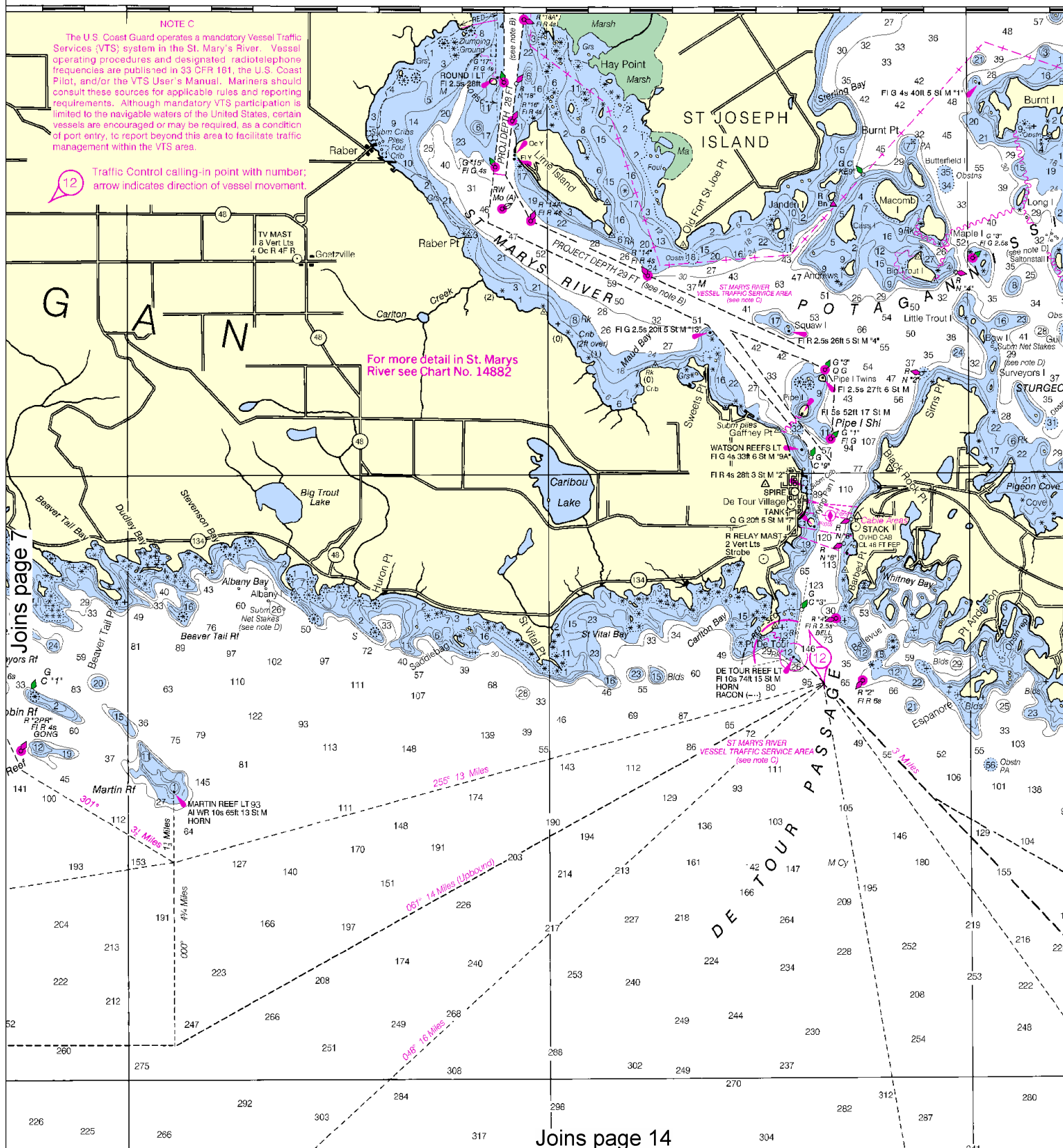
83°50'

NOTE C

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the St. Mary's River. Vessel operating procedures and designated radiotelephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual. Mariners should consult these sources for applicable rules and reporting requirements. Although mandatory VTS participation is limited to the navigable waters of the United States, certain vessels are encouraged or may be required, as a condition of port entry, to report beyond this area to facilitate traffic management within the VTS area.

12 Traffic Control calling-in point with number; arrow indicates direction of vessel movement.

For more detail in St. Marys River see Chart No. 14882

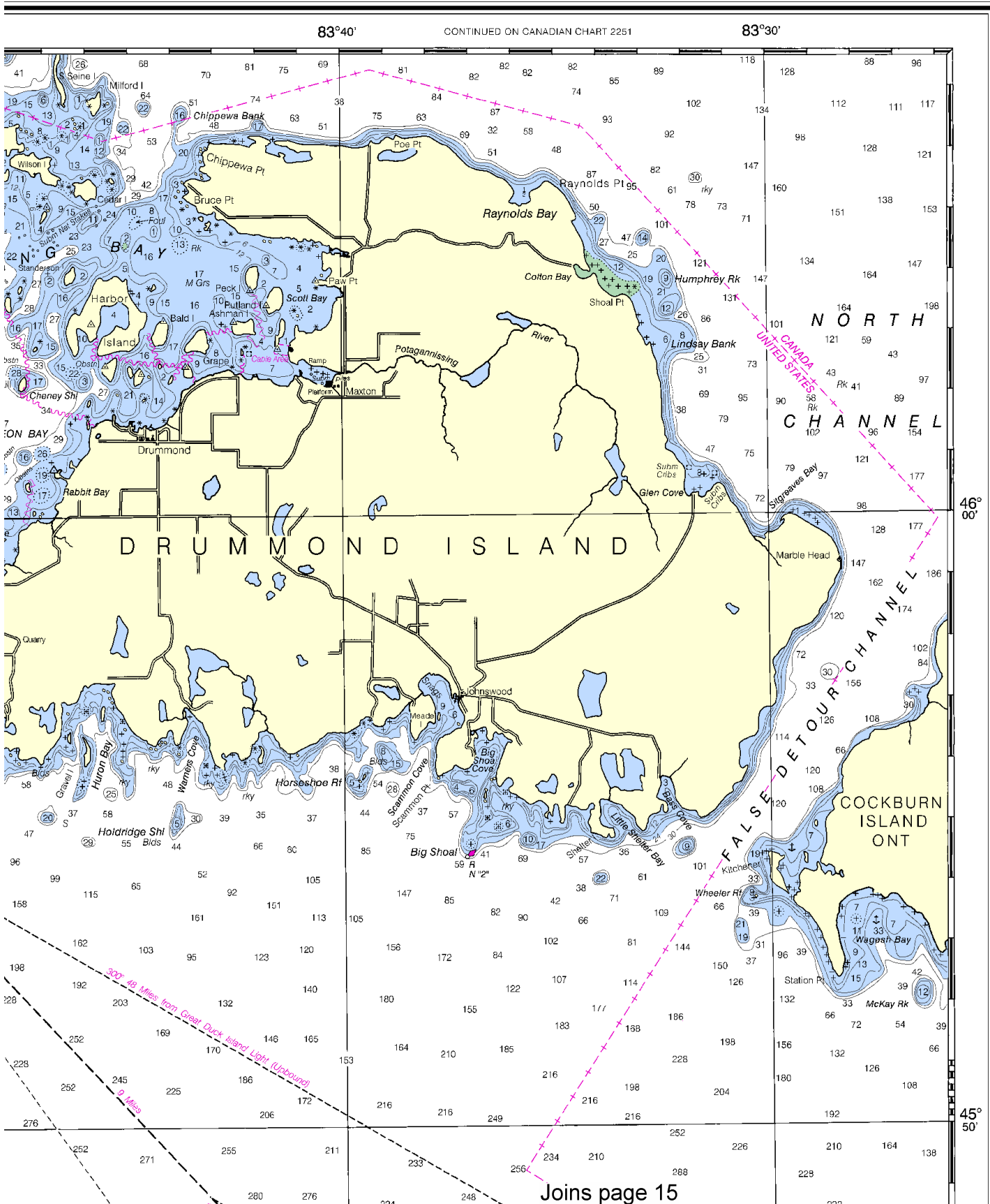


Joins page 14

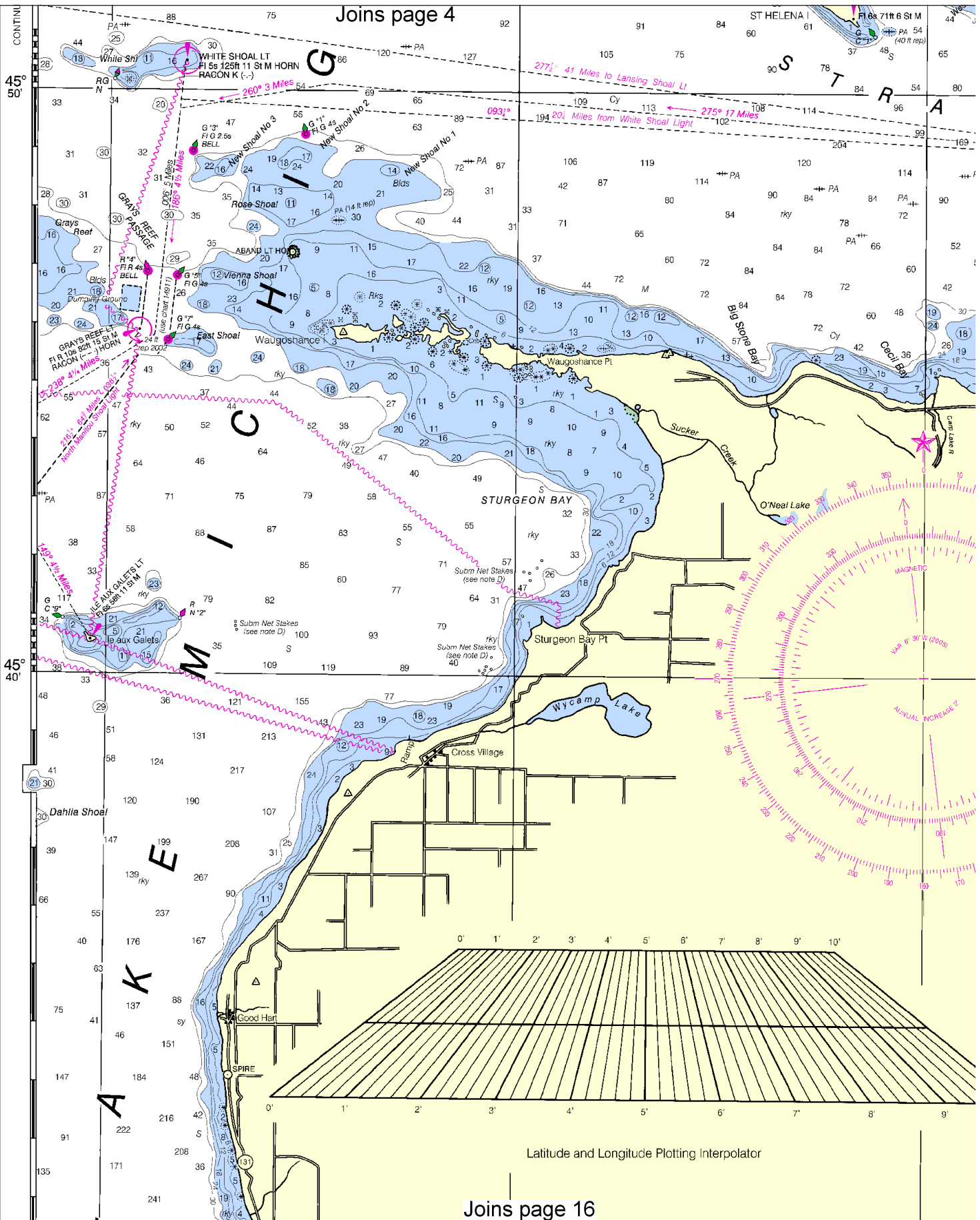
8

North

SOUNDINGS IN FEET

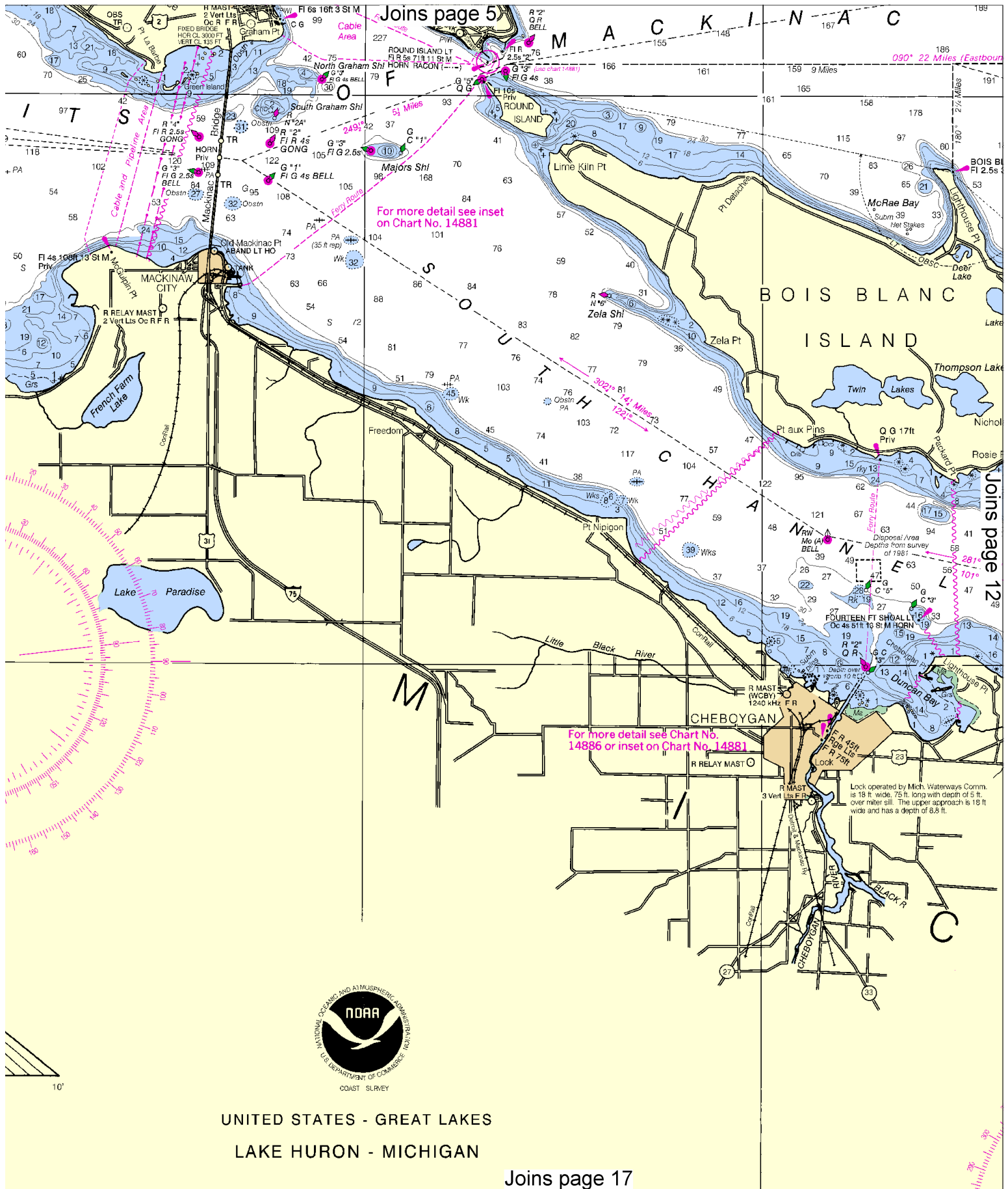


Joins page 4



Latitude and Longitude Plotting Interpolator

Joins page 16



Joins page 7

Reynolds Reef
Fl R 5s 86ft 11 St M

Spectacle Reef
Fl R 5s 86ft 11 St M

Hammond Bay Harbor

For more detail in Straits areas see Chart No. 14881.

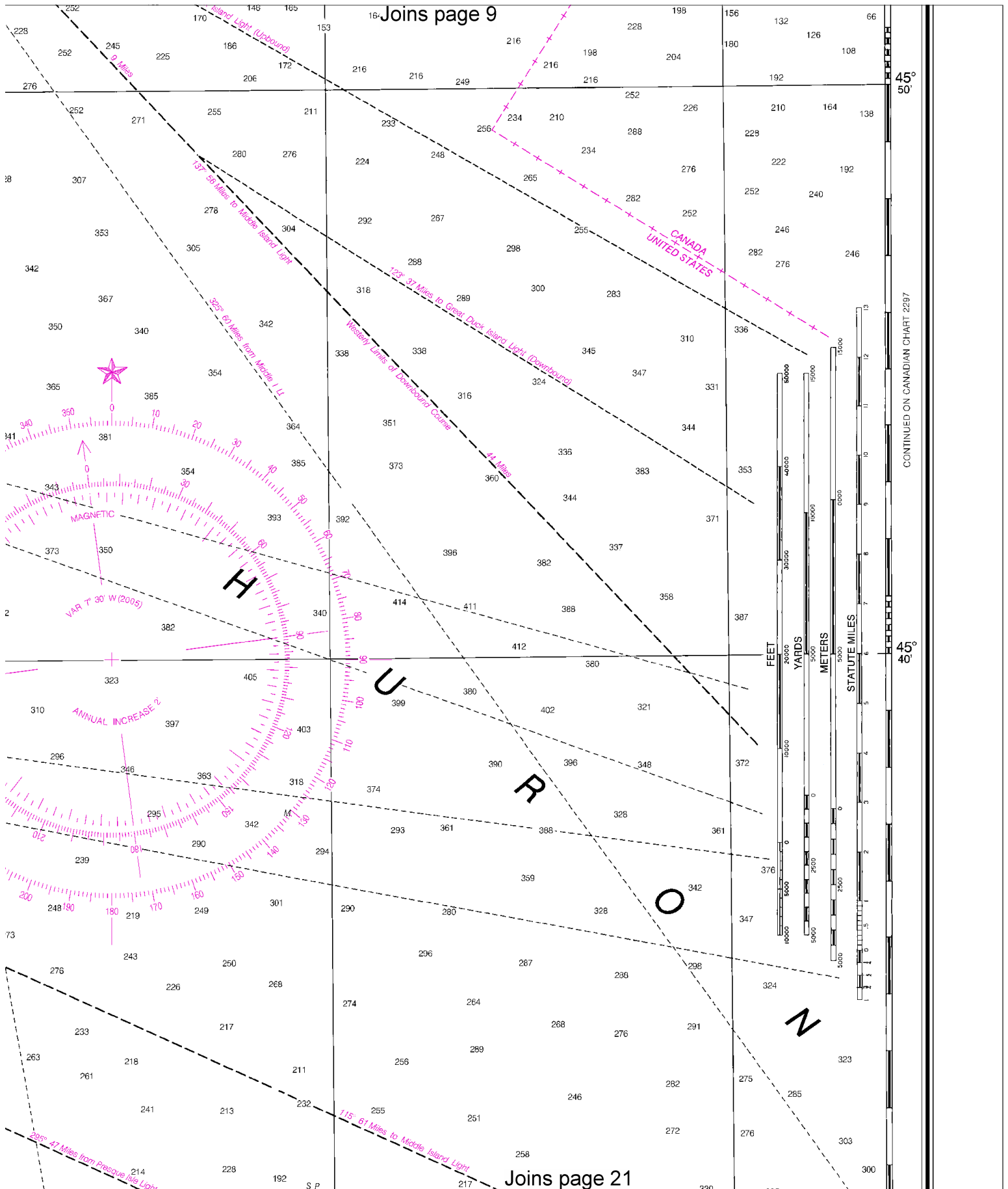
Joins page 14

Joins page 19

Joins page 14

Joins page 19





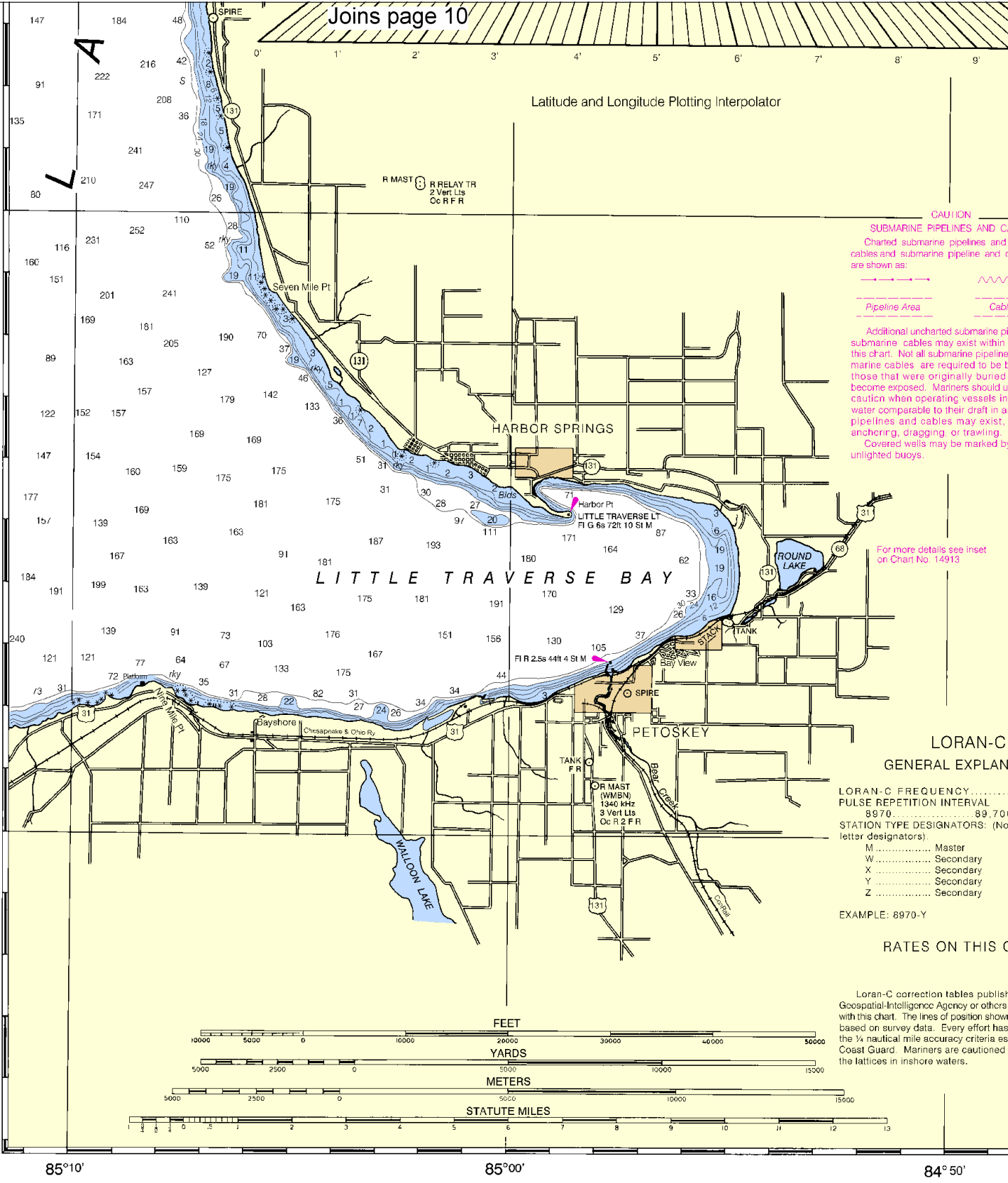
Joins page 10

Latitude and Longitude Plotting Interpolator

45° 30'

45° 20'

CONTINUED ON CHART 14813



CAUTION
SUBMARINE PIPELINES AND C
 Charted submarine pipelines and cables and submarine pipeline and c are shown as:
 Pipeline Area Cable
 Additional uncharted submarine pi submarine cables may exist within this chart. Not all submarine pipeline marine cables are required to be b those that were originally buried become exposed. Mariners should u caution when operating vessels in water comparable to their draft in al pipelines and cables may exist, anchoring, dragging, or trawling. Covered wells may be marked by unlighted buoys.

For more details see inset on Chart No. 14913

LORAN-C GENERAL EXPLAN

LORAN-C FREQUENCY.....
PULSE REPETITION INTERVAL.....
 8970.....89,700
STATION TYPE DESIGNATORS: (No letter designators).
 M.....Master
 W.....Secondary
 X.....Secondary
 Y.....Secondary
 Z.....Secondary

EXAMPLE: 8970-Y

RATES ON THIS C

Loran-C correction tables publish Geospatial-Intelligence Agency or others with this chart. The lines of position shown based on survey data. Every effort has the 1/4 nautical mile accuracy criteria as Coast Guard. Mariners are cautioned the lattices in inshore waters.

32nd Ed., Sep./05 ■ Corrected through NM Sep. 24/05
 Corrected through LNM Sep. 20/05

14880
LORAN-C OVERPRINTED

CAUTION
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dg... changes in the future will be based on...



UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

STRAITS OF MACKINAC

Polyconic Projection

Scale 1:120,000

North American Datum of 1983

(World Geodetic System 1984)

SOUNDINGS IN FEET

CABLES
and submarine
cable areas



able Area

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NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) 577.5 ft.
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian authorities.

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 do not require conversion to NAD 83 for plotting on this chart.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

CAUTION

POTABLE WATER INTAKE

Vessels operating in fresh water lakes or rivers shall not discharge sewage, or ballast, or bilge water within such areas adjacent to domestic water intakes as are designated by the Commissioner of Food and Drugs (21 CFR 1250.93). Consult U.S. Coast Pilot 6 for important supplemental information.

NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

NOTE A

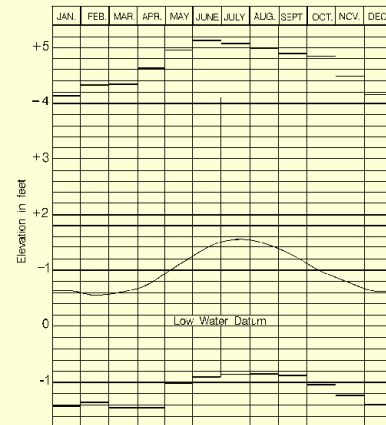
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

COPYRIGHT

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LAKE MICHIGAN - HURON



Average levels (1995-2004)
Extreme Levels (period of record)
Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Alpena, MI	KIG-83	162.550 MHz
Gaylaord, MI	WWF-70	162.500 MHz
Newberry, MI	WNG-576	162.450 MHz
Sault Ste Marie, MI	KIG-74	162.550 MHz
Traverse City, MI	KIH-22	162.400 MHz

NATION

.....100kHz

00 Microseconds
Not individual station

CHART

ished by the National
rs should not be used
wn have been adjusted
as been made to meet
established by the U.S.
id not to rely solely on

84° 40'

84° 30'

SOUNDINGS IN FEET



UNITED STATES - GREAT LAKES

LAKE HURON - MICHIGAN

SOUNDINGS OF MACKINAC

Polyconic Projection
Scale 1:120,000
North American Datum of 1983
(World Geodetic System 1984)
SOUNDINGS IN FEET

NOTES

REFERENCE OF THIS CHART (Low Water Datum) 577.5 ft.
mean water level at Rimouski, Quebec, International Great Lakes Datum

BEARINGS. Bearings of sailing courses are true and distances given in statute miles between points of departure.

NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information and aids to navigation. See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

ABBREVIATIONS. For complete list of symbols and abbreviations used on this chart, see U.S. Coast Pilot 6.

OVERHEAD CABLE CLEARANCES. When the water surface is above the datum, bridge and overhead clearances are reduced correspondingly. See U.S. Coast Pilot 6.

HYDROGRAPHY AND TOPOGRAPHY. Hydrography and topography by the National Ocean Service, Coast Survey, and data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and others.

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HORIZONTAL DATUM

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NOTE D

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NOTE A

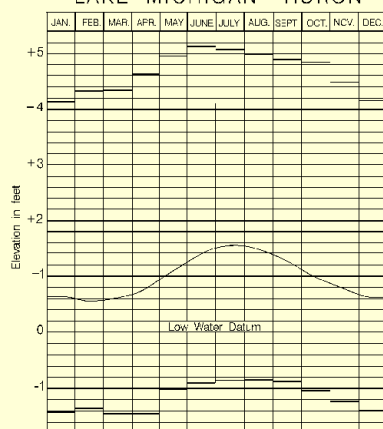
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Refer to charted regulation section numbers.

COPYRIGHT

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LAKE MICHIGAN - HURON



Average Levels (1995-2004)
Extreme Levels (period of record)
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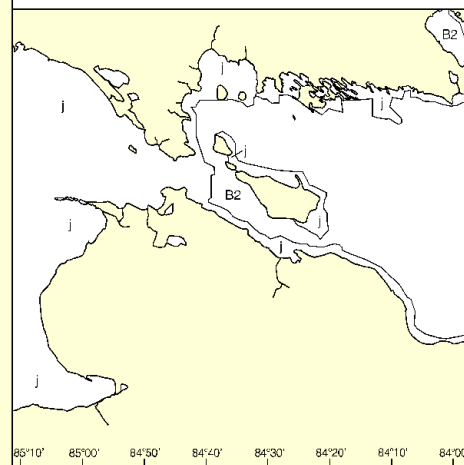
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Newberry, MI	WNG-576	162.450 MHz
Sault Ste Marie, MI	KIG-74	162.550 MHz
Traverse City, MI	KIH-22	162.400 MHz

SOURCE

B2 1970-1989	NOS Surveys	partial bottom
j Pre-1974	Lake Survey Surveys	partial bottom
g	Canadian Surveys	



SOURCE DIAGRAM

Most of the hydrography identified by the letter 'j' was surveyed by the Army Corps of Engineers prior to 1974. Other outlined at the limits of the most recent hydrographic survey information have been evaluated for charting. Surveys have been banded in date and type of survey. Channels currently maintained by the Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

84° 40'

84° 30'

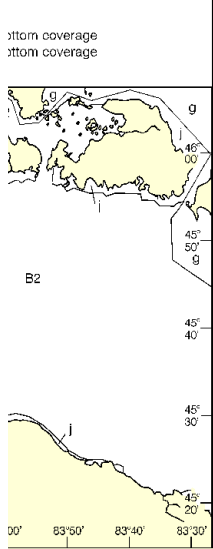
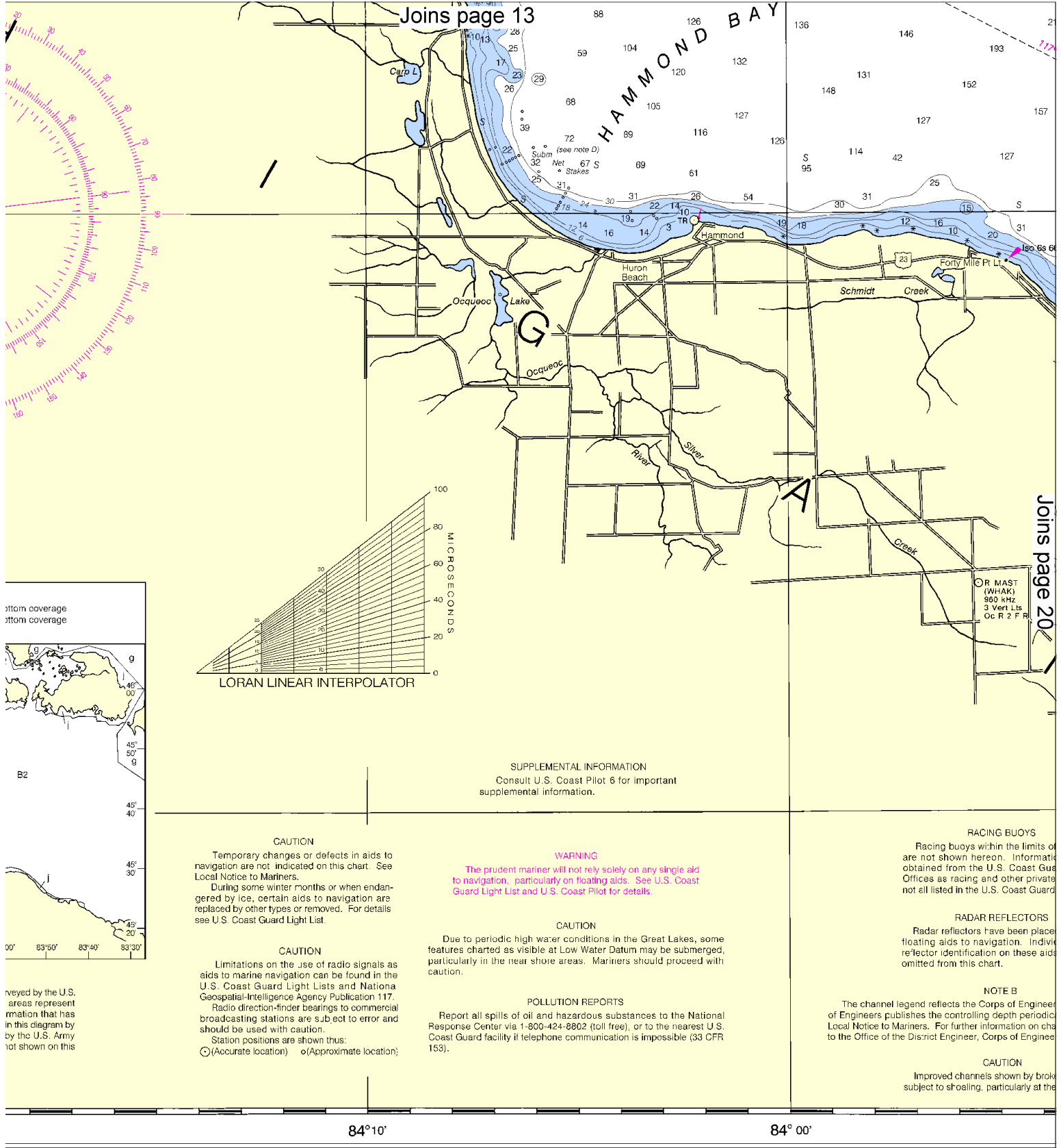
84° 20'

SOUNDINGS IN FEET

Published at Wash-
ington, D.C.
U.S. DEPARTMENT OF
NATIONAL OCEANIC AND ATMOSPHERIC
ADMINISTRATION
NATIONAL OCEANIC AND ATMOSPHERIC
COAST SURVEY

18





Surveyed by the U.S. Army Corps of Engineers. Areas represent information that has been received by the U.S. Army Corps of Engineers. Not shown on this chart.

Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
COAST AND GEODETIC SURVEY

CAUTION
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During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

CAUTION
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Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

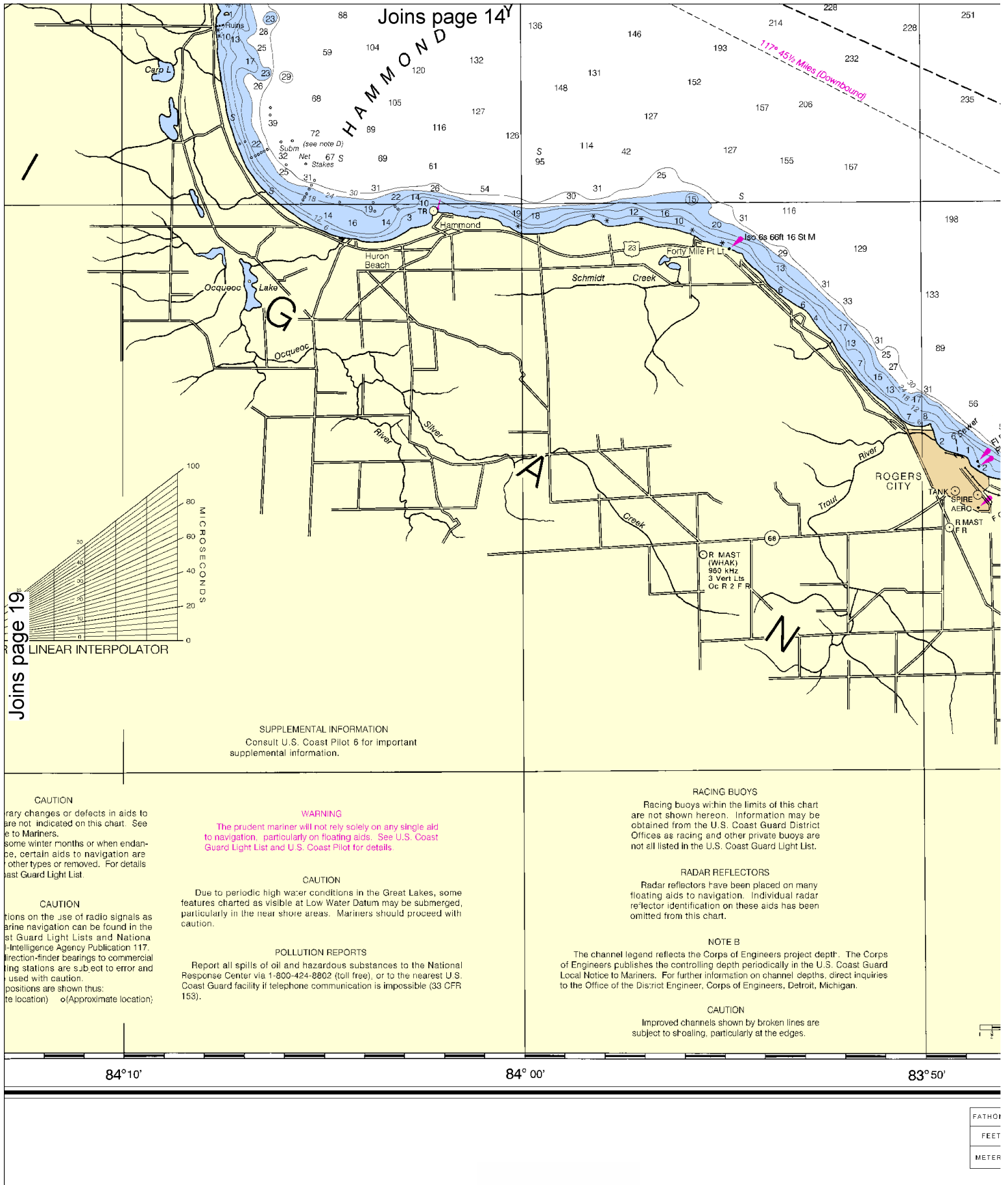
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

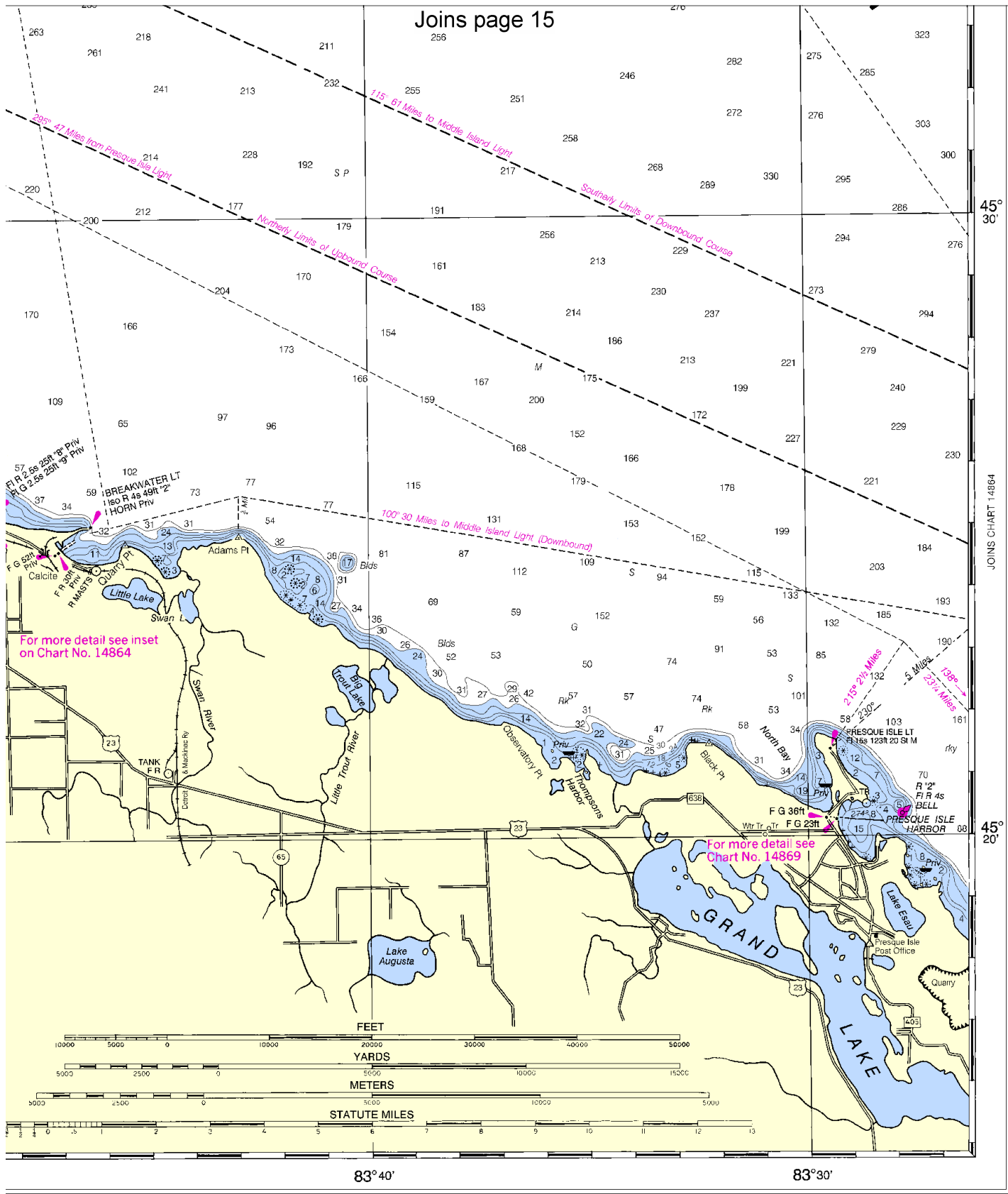
RACING BUOYS
Racing buoys within the limits of the chart are not shown hereon. Information obtained from the U.S. Coast Guard Offices as racing and other private aids not all listed in the U.S. Coast Guard Light List.

RADAR REFLECTORS
Radar reflectors have been placed on floating aids to navigation. Individual reflector identification on these aids omitted from this chart.

NOTE B
The channel legend reflects the Corps of Engineers of Engineers publishes the controlling depth periodic Local Notice to Mariners. For further information on channels, contact the Office of the District Engineer, Corps of Engineers.

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the ends of the channels.





10MS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
ET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
ERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Straits of Mackinac
SOUNDINGS IN FEET - SCALE 1:120,000

14880
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NGA REFERENCE NO. 14XCO14880

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.

Coast Guard Search & Rescue (RCC) – 216-902-6117

Coast Guard S & R (Sault Ste Marie) – 906-635-3236

Canadian Coast Guard (RCC Trenton) – 1-800-267-7270 or 613-965-3870

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENC[®]) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNC[™]) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts[™] – BookletCharts[™] are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts[™] – PocketCharts[™] are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot[®] – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.

